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MOTORACING

DEC. 12-19

1958

Vol. 4—No. 5 Culver City, Calif. Price 15c

CHEAP

(Published Bi-Weekly except last issue of calendar year)



Turin Auto Show Packed with Automobile Goodies

BY HENRY N. MANNEY III
Motoracing Staff Correspondent
TURIN, Italy — Big pre-show news at the Turin Auto Show was Fiat's new GT coupe with 1500 OSCA mill; one visualized a mad and hairy vehicle rather on the lines of the Siata-V8 Fiat coupes but alas it was a rather pedestrian, although pleasant enough, Farina body (looking like a cross between an Austin A 40 and a shrunken Ferrari) with only two Lollors on the hood to mark the resting place of the detuned 85 hp OSCA engine; the whole business mounted on a 1200 Fiat chassis. It won't cut the mustard in that form but perhaps something a bit more kosher is on the way. More like the old action was a short, stumpy, and seductive Abarth-Alfa coupe,

bloodred, with lovely Bertone bodywork concealing a 1000cc Giulietta Veloce engine... using the same carbs as the Veloce, no less. The wheelbase is so short that the back wheels are practically touching the front, the cackle tubes run frontwards, all around the body, then out the back (thus insuring a standing wave in the necktie at 8500 rpm); and 1300 and 1600cc power plants may also be had. Just the thing for Nurburgring in the rain.

Giving everybody the giggles was the twin-cam Abarth-Zagato-Fiat F50 coupe, introduced at Paris, which various types tried out and found too good to be true, doing some 106 mph down the autostrad in the pouring rain among shoals of Fiats. More

in the dream car dept but also in the you-never-know; special bodies by Bertone on an XK 150 Jag which improved on the original no end (the detail was fantastic) and also a lovely thin-pillared coupe, reminiscent of the Lotus Elite, on a Triumph chassis on the Vignale stand (Michelotti).

More in the line of purchasable goodies were the three new coupes of the proud Lancia line. Production has been rationalized and the much-loved, if obsolete, Aurelia GT has been dropped, the new cars all being based on the Flaminia with its wishbone front suspension. Farina produced a coupe version, looking very similar to the Flaminia, on the same wheelbase; the very solid firm of Touring of Milan uses

the same length but provides a different and lighter "GT" ver for the first time in Italy; the meat in the sandwich is provided by Zagato who showed a very light (by Lancia Standards) and exceedingly sexy coupe allegedly for competition with Zagato's familiar bumps in the roof. A new and prettier (although both the Lancia Zagatos resemble Porsches) version of the Appia (1100) is shown by the same house.

Fantasy is mostly left to the smaller bodymakers as the big ones... Touring, Farina, and Bertone... are building most of their stuff under contract on production cars while Ghia is engaged in contract work for various American firms. Accordingly it is not surprising that while there is a strong family re-

semblance between cars of the same designer (too much so, I think, at Farina) there is also a tendency for all the houses to continue on the boxy, glasshouse look referred to as "Gran Luce" noticed underway last year. Even with the Italian ability to change designs overnight, I see this trend going on for some time.

Finally we would like to note that in preparation for the European Common Market that Alfa-Romeo and Renault signed an agreement to assemble and market each other's cars; also Fiat, feeling the coming draft somewhat from Dauphine and Volkswagen, dropped their prices somewhat for the home market. It will be interesting to see if this munificence trickles down to you.



Vol. 4—No. 5—Culver City, Calif. Dec. 12-19, 1958
(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap

McAfee Wins At Phoenix

By TOM WILSON
Motoracing Staff Correspondent

PHOENIX, Nov. 30—Jack McAfee, in Stan Sugarman's RSK-engined Porsche RS Spyder, took the lead of the 30-lap, 72-mile main event at the Arizona Region's SCCA races today and was never threatened in his lead position. McAfee finished the 1600cc car 34 seconds ahead of Dick Carbajal in the Dick Morgensen Corvette Special and 36 seconds ahead of Morgensen in a 3.0-liter Ferrari Testa Rossa.

(Chart on Page 6)
Picture on Page 3

McAfee started lapping cars on the 6th lap and eventually lapped the entire field with the exception of the 2nd and 3rd place cars. All classes of modified cars ran in the feature race and Stan Sugarman took the under 1500cc divi.

(Continued on Page 5)



GORDON CROWDER

Crowder Elected L.A. SCCA R.E.

HOLLYWOOD, Dec. 2 — Gordon Crowder, popular AC Bristol driver, was elected Regional Executive of the L. A. Region of the Sports Car Club of America tonight. Crowder is now in the Monterey Peninsula Hospital recovering from serious injuries received in a 3-car accident at the Nov. 9 Laguna Seca races.

Other 1959 officers are James Van Trees, Asst. RE; Sam Caldwell, Act. Chmn; Jack Sullivan; Treas; Vi Jones, Sec; Art Evans, Jr., W. E. Larned, Jack McAfee, Directors and Lindley Bothwell, Dir. at large.

In the News

HAWTHORN TO QUIT
LONDON, Dec. 8—Mike Hawthorn, world auto racing champion, will announce his retirement from Grand Prix competition this week, friends and racing officials said today.

MOSS WINS AUSSIE GP
MELBOURNE, Nov. 30—Stirling Moss won the 100-mi. Australian G.P. today at a record average speed of 98.86 mph.

500 TROPHIES
At the 500cc Club of America's annual dinner Ray Poe was awarded the 1958 MOTORACING Sportsmanship Trophy by vote of the club members. The AUTO-

(Continued on Page 6)

REVENTLOW-DAIGH WIN NASSAU; RODRIGUEZ 2nd

By GUS VIGNOLLE
Motoracing Staff Correspondent

NASSUA, Bahamas, Dec. 7. — The favored team of Lance Reventlow, 23, of Beverly Hills, and Chuck Daigh, 34, of Long Beach, combined here today to drive one of the former's 5½-liter Corvette-powered Scarabs to victory in the 5th annual Nassau Trophy Race over 252 miles of brutally rough going on the 4.5-mile Oakes course.

Lance drove the 1st half of the 56 laps and then was spelled by Daigh, who had gone out in the other Scarab after only 3 laps when the half-shaft broke. The winning time was 2h52m42.18s for an average speed of 87.549mph.

Daigh got the checkered flag 1m50s ahead of the surprise 2nd place finisher, Pedro Rodriguez, Jr., 18, Mexico City, brother of the fabulous 16-year-old Ricardo, the Porsche RS driver, who went out at the start of the esses in the 17th lap with gearbox trouble.

Pedro drove a 3-liter Ferrari, the one Phil Hill and Oliver Gendebien boomed to victory in the rain at the 24-hour Le Mans classic last June.

Experts and the smattering of fans who witnessed the windup of Bahamas Speed Week under beautiful tropical skies hailed Pedro's achievement even more than the mighty class B Scarab. The Mexican boy, recognized as an inferior driver to his brother, was the class D winner in a car 2½ liters smaller than the Scarab; he made 3 pit stops and drove alone as compared to Lance and Chuck, who jointly finished less than 2 minutes ahead of Rodriguez.

Third went to E. D. Martin, Columbus, Ga., 3.0 Ferrari, who

was followed by Ed Crawford, Northfield, Ill., 4.5 Maserati, 1st in class C, and Don Sessler, Lancaster, O., 1600 Porsche RS, list in class E.

Protect Filed

There was quite a bit of confusion at the windup, with exact number of finishers not known exactly and 2 protests filed — one by a driver who was unlisted by officials in the preliminary chart as either a finisher or DNF! Officials said 20 cars fin-

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ished the gruelling grind, and as close as this observer could detect there were 16 DNFs.

Other class winners were Joe Sheppard, Tampa Fla., Porsche RS, F (6th overall); Marion Lowe, Santa Cruz, Calif., and Denise McCluggage, NYC, Lotus, G (10th overall), and King Moore, Baldwin, L. I. NY, Fiat Abarth, H (19th overall).

Reventlow said this was the swan song for the spectacular Scarabs. He has them up for sale, and now concentrates on the production of a light Formula I machine, which he hopes will be as successful in Europe GP competition as the Scarabs have been in US sports car races.

In less than 8 months the Scarabs have posted 18 wins — 11 for Reventlow and 7 for Daigh (giving each credit for a win today). This was the 1st time they co-drove to victory. They came here off smashing victories — Lance at the Laguna Seca Cal Club fiaseco, and Chuck in the big 200-mile USAC-CSCC pro race at Riverside last Oct. 12.

Shelby Leads

As was the case last year, the winner well could have been Carroll Shelby of Dallas, driving a potent 5.7 Maserati, the one in which he scored in the recent secret exhibition deal at Palm Springs.

He was the big early leader, (Continued on Page 6)

Vignettes

- ★ Season's Greetings
- ★ Happy New Year
- ★ And The Like

—By Gus V. Vignolle—

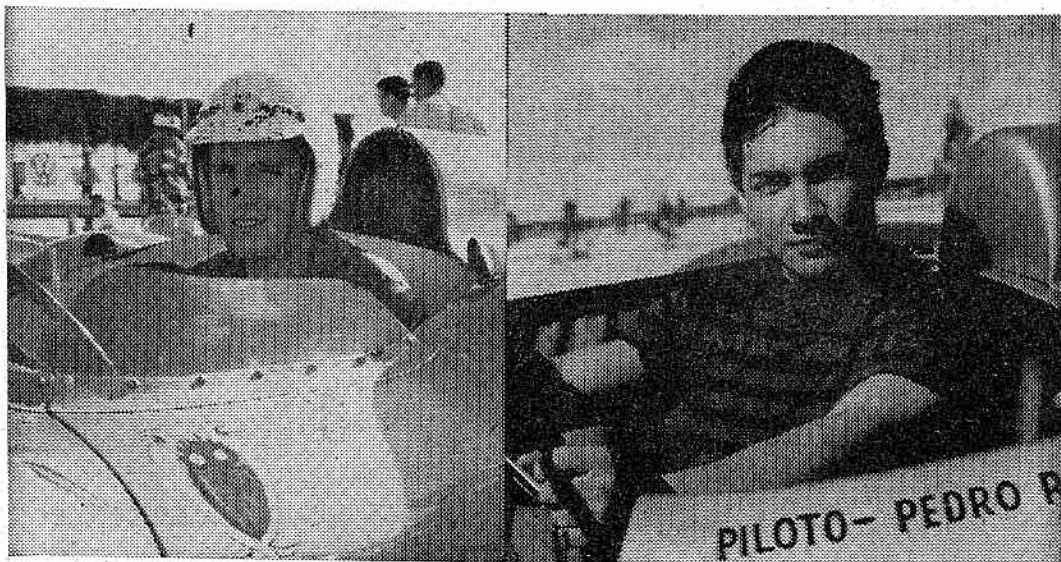
SEASON'S GREETINGS, Joyous tidings and lots of salud forever to one and all, but especially to — Frendo Bonewarp, Bill Schroeder, Paul and Charlotte Roberts, Gordon Crowder, Geri Fleming, Women's Sports Car Club, Floyd Clymer, LA SCCA, Johnny Green, Len Weissman, SF SCCA, Ted Block, Harry & Eleanor Rorick, Renee Scheuer, John & Eleanor Von Neumann, Nick Pastor, Carroll Shelby, Tom Scripps, Vilem & Zaz Haan, Mr. & Mrs. John Bovero, Marion & Charlie Weber, Ron Ferreira, Bill Hipple, Henry Maney, I.

(Continued — Page 3)

PHILIP G. GOUGH FUNERAL HELD

LOS ANGELES, Dec. 8—Funeral services were held today for Philip G. Gough, president and founder of Gough Industries, who died Dec. 5 at the Huntington Memorial Hospital. He had been in a coma since suffering a stroke Dec. 3.

The 67 year old Gough founded Gough Industries in 1912. He is survived by his widow, Ethel C. Gough, his son, Philip G. Gough, Jr., and his daughters Mrs. Ethel Weverka, Mrs. Shirley Robertson, Mrs. Carol Whedon and Mrs. Merridy Bell.



Lance Reventlow (left), co-driving with Chuck Daigh in the MK-1 Chevy-powered Scarab, won the 252-mi. Nassau Trophy Race less than 2 minutes ahead of 18-year old Pedro Rodriguez in a 3.0-liter Ferrari. — Photo by Bahamas News Bureau.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

EVERYONE (well, almost everyone) is always claiming that one of the great advantages of owning a Detroit car is that parts are easy to get, and, as every corner mechanic can fix it, labor is cheap. Like for instance when Tom McLoughlin had a new set of plugs put in his Pontiac Bonneville. It took 2 skilled mechanics exactly one hour and twenty-five minutes to do the job. Cost \$14, plus the plugs.

And there's another Detroit car wherein you have to remove the right front wheel to get at some of the plugs.

For the Present

We opened one of our Christmas presents already. It's a swell morocco-bound copy of "The Beer-Slayer," by James Fenimore Pooper.

500 Awards

At the 500cc Club dinner the other night, MOTORACING gave its annual sportsmanship trophy. This year we had the club members vote for who was to get it. One vote came in marked, "Give it to Red LeGrand because his trophy shelf is EMPTY."

To the Gills

Say, did you notice that driver chap during the 6-hour enduro at Pomona who kept drinking all the Cokes? Opened them right in front of all the officials so there couldn't be any hoky-poky? Almost fell out of his car at the end of the race? Know the one we mean? Think that was Coke? Don't be coo-coo. Carbonated rum.

GT Hudson Blues

Well, the magnificent 1948 GT Hudson has been sold to a gentleman who wants to restore it. To be exact, he wants to restore it to elemental iron, brass, aluminum and such. A junk man. One of the many reasons for the sale was that about three weeks ago we got a citation for creating smog with it. Had to go to court the other day. Stood before the judge all a-tremble.

JUDGE: Have you had the car fixed?

WRCS: Better than that, Your Honor . . . I've had it destroyed.

JUDGE: (Hiding an unjudicial smile) Uh, well, that's one solution.

WRCS: It wasn't a very good car, Your Honor.

JUDGE: (Wiping furtive tear from eye) Sentence suspended. Now get out of here, you young rascal! (Bailiff and court spectators cheer and throw hats in the air while the judge pounds on his bench with his gavel, finally gives up and joins in singing "The Lance Reventlow Fan Club Marching Song" as all exit left.)

Palm Out Springs

The other day we received a very nice letter from the manager of the Chamber of Commerce of you-know-where, expressing complete incredulity at our recent statements herein that we and our friends had been ill-treated, ill-served, ill-charged and otherwise made ill by the merchants and hostlers of the resort which is teetering on the edge of the San Andreas Fault. Would we kindly send him a list of such places as had done anything objectionable and proper measures would be taken. You know the sort of jazz.

Well, we're going to send him our list of the places which we know from personal experience, for all the good it will do, but let's make it a contest. Send in your list, with the troubles you had, and we'll give subscriptions to MOTORACING for the best (or, really, when you get down to it, the worst) letters in the batch. We'll forward them to the Chamber of Commerce of Palm Out Springs, with or without your name, as you wish.

Come on Gang . . . here's your chance!

End of Year

Gallons of Merry Christmas and a whole fifth of Happy New Years to everyone, even thou.

1958 Pacific Coast Race Standings

The complete MOTORACING 1958 Pacific Coast race standings, compiled by Eric Hauser, include 22 races: Pomona (2), Phoenix (2), Palm Springs (2), Santa Barbara (2), Laguna Seca (2), Riverside (2), Vaca Valley (2), Minden (2), Stockton, Tracy, Hawaii, Seafair, Del Mar and Hour Glass.

Points were awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing, with occasional exceptions where lack of sufficient entries, etc., did not warrant it.

1958 PACIFIC COAST POINT STANDINGS COMPILED BY ERIC HAUSER

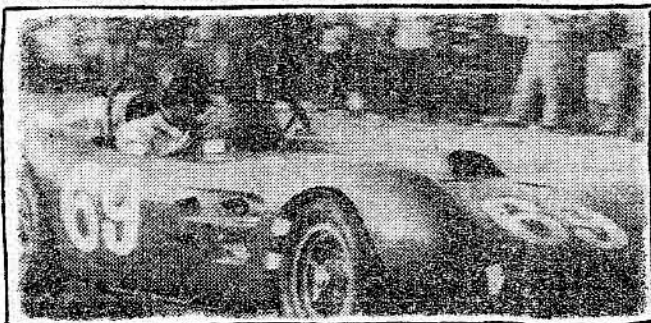
MODIFIED OVER 2000cc	
1. Riche Ginther, Ferrari	97
2. John von Neumann, Ferrari	83
3. Lance Reventlow, Scarab	58
4. Max Balchowsky, Buick	54
5. Jack McAfee, Porsche	45
6. Chuck Daigh, Scarab	35
7. Bob Oker, Aston-Martin	29
8. Sam Weiss, Ferrari	28
9. Dan Gurney, Ferrari	27
10. C. S. Howard, Maserati	26

MODIFIED UNDER 2000cc	
1. Jack McAfee, Porsche	133
2. Ken Miles, Porsche	66
3. Skip Conklin, Lotus	43
4. Eldon Beagle, Porsche	43
5. Joe Playan, Porsche	38
6. Erv Lehr, Porsche	31
7. Bob Oker, Maserati	27
8. Frank Monise, Lotus	22
9. C. S. Howard III, Por-Cooper	22
10. Jack West, Porsche	19
11. Bob Drake, Cooper	18
12. Chuck Schroeder, Lotus	18

PRODUCTION OVER 1500cc	
1. Andy Porterfield, Corvette	96
2. Ron Bucknum, Porsche	78
3. Lew Spencer, Morgan	64
4. Bill Love, AC Bristol	62
5. Fred Grant, Corvette	40
6. Richie Ginther, Ferrari GT	36
7. Hugh Harn, Corvette	31
8. Bob Dickson, Corvette	31
9. Gordon Crowder, AC Bristol	30
10. Hap Sharpe, Corvette	27
11. Cloyd Gray, Corvette	27
12. Bob Bondurant, Corvette	26

PRODUCTION UNDER 1500cc	
1. Don Dickey, Porsche	122
2. D. D. Michelmoro, Porsche	111
3. Jimmy Moore, Porsche	67
4. Dick Belows, Porsche	52
5. Frank Aldous, Alfa-Romeo	46
6. Willie West, Alfa-Romeo	39
7. Emil Pardee, Porsche	38
8. John Barneson, Porsche	31
9. Ray Pickering, MG-A	31
10. Mike Roetner, Alfa-Romeo	30
11. Art Snyder, Porsche	26

WOMEN'S COMPETITION	
1. Josie McLoughlin, Ferrari	84
2. Betty Shutes, Porsche	60
3. Barbara Windhorst, Morgan	51
4. Linda Scott, AC Bristol	47
5. Marion Lowe, Lotus	34
6. Charlotte Duncan, Lotus	29
7. Sunny Baker, Porsche	23
8. Gail Liebaert, AC Bristol	20
9. Mary McGee, Porsche	15
10. Prudence Baxter, A-H	14



4.9 FERRARI — Driven by Dan Gurney to 2nd at Riverside, Nov. 17, 1957 . . . 1st at Paramount Ranch, Dec. 8, 1957 . . . 1st at Palm Springs, April 13, 1958 . . . 2nd at U.S. Grand Prix at Riverside, Oct. 12, 1958 . . . etc., etc.

2.0 FERRARI — Body by Touring. . . . Both For Sale
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JIM CROW ANSWERS CAL CLUB CRITICS

LETTERS TO THE EDITOR

(Editor's Note: The following letter, in reply to the many criticisms of the CSCC-SCRAM races at Laguna Seca, Nov. 8-9, is from James T. Crow, editor of "CSCC Notes," the official magazine of the Cal Club.)

Dear Gus,
This is in no way an official reply by the California Sports Car Club, but merely the reply of one Cal Club member who believes that some words of sanity need to be said concerning the recent Laguna Seca meet.

First of all, I think that the Northern Region of SCCA should remember these several points:

1. Those who complain about the "laxness" of tech inspection should remember that three of the four scrutineering crews in Monterey were manned by members of the Northern Region of SCCA.

2. Those who bewail the lack of physicians at the course should remember that there were four doctors, good SCCA members all, who promised to act in an official capacity at that meet but who did not appear.

3. Those who decry the lack of safety regulations should read the entry blank concerning safety belts, the CSCC recommendations regarding rollbars (which are a reprint of the SCCA recommendations), and Dr. John Benton's recommendations regarding safety equipment which were printed in the Cal Club magazine and sent to all members.

4. Those who bemoan the "inexperienced course observers" should be made aware that there was only one race judge on the phones who has not driven in competition. And that one man was pressed into service because several (not just one) Northern SCCA members, reputedly "experienced observers," melted in to the background after picking up their passes. This one man who was pressed into service was not inexperienced but had worked as a race judge before.

5. The nay-sayers should also keep in mind that those Northern SCCA members who did work worked long, hard and well. And I haven't seen the name of any of these honest workers attached to any of the "lynch the bastards" letters so freely published. I am aware that Pete Talbot was at the Start-Finish line but I did not hear that he did anything to help improve the situation as it existed. He might have been of

some use as an "experienced race observer."

6. The questioners who noted that the rollbar of car #29 was 20 to 30 degrees off vertical after the accident should be made aware that it was 20 to 30 degrees off vertical before the accident and that no damage occurred to the rollbar. And further that car #73, the DB coupe which rolled, did not have a rollbar and that the top did not fail to provide rollover protection. (There was, incidentally, a Ghia-Karmann coupe refused at tech inspection because it had no rollbar even though it is a regular competitor in northern SCCA sponsored races.) Rollover protection is the important thing, not whether or not the car has a rollbar. Also, the safety belt of car #147, a Morgan, did not fail but was complete, intact and undamaged after that car flipped. I personally

(Continued — Page 6)

HAPPY HOLIDAY PARTY

DECEMBER 19, 1958

COME ONE * FREE BUFFET * COME ALL

GRAND PRIX

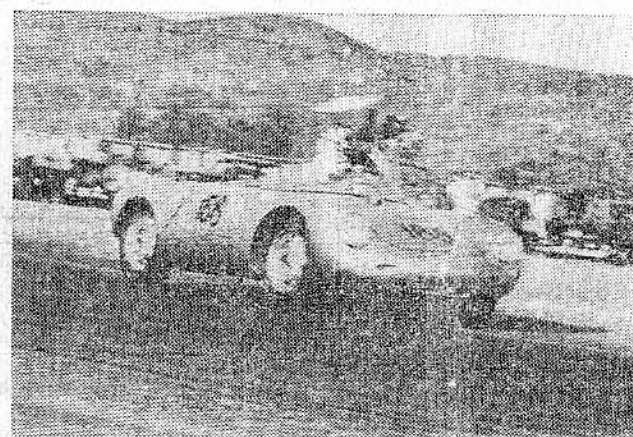
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Jack McAfee wins the 1958 Sports Car Club of America's Pacific Coast Championship and MOTORACING'S Pacific Coast Points Championship by driving PORSCHE. Check the box score. It tells the true PORSCHE story.



1958 WINS IN MODIFIED MAIN EVENTS

POMONA, Feb. 9	1st Overall, Under 1500cc
PHOENIX, March 2	1st Overall, Under 1500cc
	1st in Class & 3rd Overall—All Classes
PALM SPRINGS, April 13	1st Overall—Under 1500cc
TRACY, May 11	1st Overall, Under 1500cc
SANTA BARBARA, June 1	1st Overall, All Classes
LAGUNA SECA, June 15*	1st Overall, Under 1500cc
RIVERSIDE, June 29	1st Overall, Under 1500cc
VACA VALLEY, July 6	1st Overall, Under 1500cc
SANTA BARBARA, August 31	1st in Class and 2nd Overall, All Classes
2nd Overall, Under 2000cc	
HOOR GLASS, Sept. 28	1st Overall, Under 1500cc
VACA VALLEY, Oct. 5	1st in Class and 2nd Overall, All Classes
PALM SPRINGS, Nov. 2	1st Overall, All Classes
LAGUNA SECCA, Nov. 9	1st Overall, Under 2000cc
PHOENIX, Nov. 30	1st Overall, All Classes

Jack McAfee completed the entire 1958 racing season without a single mechanical failure.

Whether you drive the raceways or the freeway you can rely on PORSCHE to do the job.

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George Cary, John Malone, Denis & Ann Evans, Jimmy Young, Cliff Emmich, Bob DeGray, Am. Fed. of Motorcyclists, Mel Buether, Gerry Colson, Jay Gurey, Bill Harmer, Robin Johnson, Dusty Brandel, Rev. Elliott V. Fleckles, Ida Scandredth, Tom Wilson, Kay & Ed Nordell, Walter Gould, Johnny McDonald, Hal & Lauretta Moody.

Bob White, Lindley & Ann Bothwell, Norma & Jim Roberts, Don & Dixie Hulette, Ocee & Bev Ritch, Jack Ayeroff, Reno Lawrence, Cam Cooper, Austin Healey Owners' Club, Barney Glazer, Joe La Form, Clark & Ruth McCartney, Lute Mason, Al & Ruth Papp, Al Dean, Jim & Maxine Ball, Ev Houghton, Bill Pilkenton, Wm. G. (Rolls Royce) Davis.

Al LaForge, Shirley & Norman Carroll, John & Barbara Hester, Fred Van Beuren, Clara V. Samuels, Al Santoro, Ann Meltzer, Isabel Becker, Marguerite Cook, Betsy Allison, Bob Renie, Jane Moore, Frank & Jackie Romero, Marlene & Doug Robinson, Bill & June Dow, Jim Mourning, Adelaide Kerr, Ned Yarter & "Doc" Hoppe, Jim Murray, W. R. C. Shedenhelm, Jack Dempsey, Clotilde Ortega.

Dick & Ruby Todd, Al Torres, Jerome Weber, Bel Donnell, Midge Capps, Ken Rudeen, Duane & Jerrie Sparks, Fred Kimball, Herb Goldsmith, Art Peck, Jerry Giesler, George Pottorff, Helms Athletic Foundation, Eric Hauser, Don O'Reilly, Lew Bracker, Clancy Dayhoff, Al Outcalt, Margo, Fry, Dick McEntyre, Clyde Giraldo (RIP), Bill Harvey, Don & Eve Seike, Gordie & Gloria Glycer, Ray Schuman.

Al Bine, H. K. & Honey Wong, Raquel Foster, Samuel Weiss, Jack Molin, Lee Bastajian, Don Hutelin, Art De Nisi, Eduardo Davalos, Lee Goodman, Alvida Lane, Irving Eckhoff, Lou Green, Roxano Jackson, Mike Hamilton, Art Peck, Chuck Eastman, Tom Scripps, "Reg" Regelin, Skip & Diane Hudson, Jorge Rosado, Bernie Sternquist.

Gene Babow, Charles Netcalf, Harry Garrett, Spike & Gwenn Graham, John Luce, Ted & Marye Jane Rothermel, Stan Comprinting, Jimmy Crum, Stanley Dunn, Ross Beadle, Jeannie Burkhard, David Stearns, Tetta Rickert, Dr. Tom Brandeis, Bill Walker, A. Casper (the Friendly Mortician), Frank Rohde, Ane & Johnny Williamson, Arthur S. Wenzel, Bill Bowen, Debby Carr, Joyce Barnard, Nancy Brooks, Gene & Ruth Hess, Ben Woolbert, John Le Boron, Rosemary Seal.

Don Meacham, Humphrey Owen, Chris & E. Forbes-Robinson, Alice Horton, Frank Petty, Le Roy & Myra Jones, Duke & Glorie Mater, Elaine St. Mauer, J. J. O'Connor, Diane Bartley, Warren Kerr, Ernie Swanee, Frank Shanbaum, Adele Weaver, Robin Kinkead, Don & Harriet Vasque, Robert P. Sutton, Tom Towers, Tom Bickmore, Ted Webbe, Sports Car Pictorial, Florense and Tom Devlin, Ted Block, and, of course, June, Carmen, Zaz, Verne, Henry & all the Vignolles . . .

500cc DRIVER'S POINTS

The 500cc Club of America's driver's points for 1958 point races, compiled by Doug Sawin, are as follows:

1. Rolf Roth	83
2. Jack Brink	63
3. Harry Morrow	45
4. Bob Wenz	24
5. Bill Benck	19
6. Bud Hand	18
6. Red LeGrand	18
7. Cliff Heseltun	16
8. Jim Frank	12
9. Ken Nichols	10
9. Jim Skilling	10
10. George Boskoff	8

RUDD'S COLUMN

Bill Rudd's popular new feature, "Maintenance Topics," will be resumed in the next issue of MOTORACING.

HE SWORE

Swore I wouldn't, but here goes. Herewith is my renewal.
Dr. L. Frank Becker, D.D.S.
Redmond, Wash.

FLAVIO ST. GERMAIN

PREDICTS THAT IN 1959 ...

★ ★ ★ ★

Another big L.A. daily paper will sponsor a 12-hour endurance race at Pomona.

At the next SCCA Palm Springs race, possibly in March, over 50 RRR drivers will appear for the "exhibition races" now allowed by National.

USAC will be completely out of sports car racing, at least on the West Coast, by the time the next Times-Mirror races are held at Riverside.

SCCA GOES PRO-AM FOR 1959 SEASON

ST. LOUIS, Mo., Dec 9—The annual meeting of the National SCCA will be held here Jan. 24 at the Hotel Jefferson. The recently planned revision of the SCCA Competition Regs, as reported in the last issue of MOTORACING will be a main topic of discussion at the meeting.

The changes include permission for SCCA amateur drivers to participate in professional events approved by the contest board as long as they retain their amateur status, permission to accept travelling and living expenses in connection with races and permission to have pro drivers participate in special SCCA races as long as they do so on the same basis as SCCA amateur drivers.

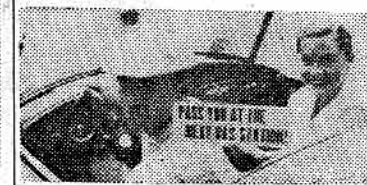
Nerpel Wins G. P. Concours

The Andree Special of Chuck Nerpel, built to take either a Formula III Norton or a Porsche Spyder engine for Formula II racing, won the Best Home-Built trophy and the spectator-awarded Best-of-Show trophy for the 2nd year running at the 500cc Club of America's 3rd annual Grand Prix Concours last Sunday. 'Second Best-of-Show went to the Ernie's Photographic Special Kurtis-Offie midget roadster. Chuck Dancy's F-III took 2nd in the homebuilt, while Bud Hand's Cooper-Norton took 1st in the factory-produced F-III class. Special trophies went to a Ingels Borelli go-kart and a 1/4 midget "Monza" Ferrari.

P.S.C.C. ELECTIONS

The 6 newly elected board members of the Pacific Sports Car Club are Ray Pickering, pres., Bernice Pickering, recording sec., Art Snyder, race chmn., Bill Johnson, rally chmn., Dennis McCosh, slalom chmn. and Wayne Brown, treas.

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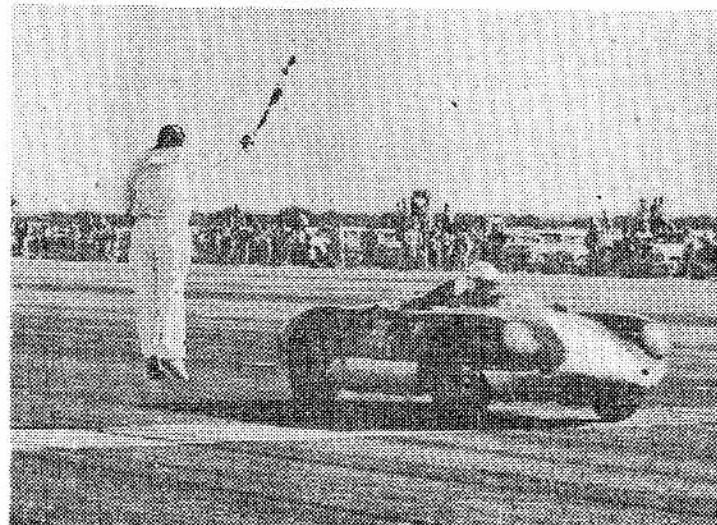
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JACK McAFEE takes the checkered flag from highleaping Al Torres in the 30-lap, 75-mi. main event of the Arizona Region of the SCCA's "Fiesta de Carreras. McAfee, in Stan Sugarman's RSK-engined Porsche RS Spyder, led the race from start to finish. Photo by Phoenix C of C.

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San Francisco Newsletter

Dear Gus

By TOM WILSON

USAC GOOFED THIS YEAR
GOOD GUYS STAY WITH SCCA

DEAR GUS:

With the close of the 1958 sport car racing season at Phoenix, it is time for a recap of the past season and a prognosis of the future. Phoenix demonstrated that a very successful race may be put on without USAC or the new semi-pro set-up. It is not necessary to have 210 cars and 300 drivers (Laguna Seca) for a successful race meeting. In fact it is a lot safer and the competition more sporting with a field of 85-100 cars such as raced at Phoenix.

Another big item that we don't appreciate is the fact that Al Torres, as starter, keeps the race under control and soon eliminates the cuties who would get out of line. The ambulance never moved at Phoenix and there was some very big and fast equipment on the track. There were no serious accidents; a few fender-benders was the sum total of car damage.

Charity Case?

Now that West Coast sports car racing has graduated from the trial and error stage of organization, it is time that more attention be paid to old John Q. Public, the guy who foots the bill. A million dollars (liquor ads rate) worth of free publicity brought him out to Riverside and he was treated like a poor relative. The refreshment facilities were inadequate and the cans were ditto. And that traffic jam would dampen any enthusiast's ardor. Then those big-name USAC drivers proved to be a flop. Public relations and publicity will help to draw some of them back but it will be a long hard pull. By the way, Gus, did they ever make public the size of the take on that event, especially the charities' share and how much was cleared by the concessionaire. You know, it was supposed to be a charity event. Some day some politician will queer this charity racket by putting through a law requiring a public financial report of this type of charity promotion.

Gus the consensus of race authorities is that USAC should take their cute coats and go back to the midgeys; get out of the sports car deal. They contributed absolutely nothing and managed the Riverside deal so well that Jean Behra and Steve Mason will have to pay through the nose, due to a slight oversight by USAC, the sanctioning group.

Unloading USAC

While the SCCA is serving notice to various groups, it is time that they issued a few edicts to USAC. USAC paid absolutely no attention to sports car racing until it had been developed by the amateur groups and appeared to be a gold mine. Then they decided to move in and as a result have loused up the entire scene. They contribute no road race drivers and absolutely no cars, so how do they rate taking over? By no stretch of the imagination do they have the officials or race personnel to put on a race. The Cal Club

is doing the sport a disservice when they team up with USAC to do their dirty work. The rumor is out that they plan to unload USAC and grab that Riverside gravy for themselves; it will be a loak and dagger deal and will be interesting from the sidelines.

The majority of the amateurs who went pro at Riverside were beginning to regret it, with the prospects of only two races next year. Now that the SCCA has given them a new lease on life, it is hoped that they will show the good judgment of getting in line and staying there. The SCCA circuit could lead to fame (fortune?) as witness the success of Phil Hill, Carroll Shelby and now Dan Gurney. The professionals in all competition must serve an apprenticeship among the amateurs. There is no shortcut, especially not via USAC.

Ad Infinitum

Gus, the word is out that SCRAMP has not made up its mind about which group they will select as the sanctioning group for next year at Laguna Seca. How screwy can you get? Leave us refresh their memory. The SCCA has outlawed the course for its drivers in any race run by the Cal Club. Does that answer their question? The S.F. Region is through playing the good guy in this game. They should have got tougher sooner. They will have no part of the Cal Club at Laguna Seca; let the Cal Club do their blood letting in the south and not spoil the sport up here. A very influential group around Monterey is of the same mind and I am not referring to the crochety group. The I.G. is also fed up and when the chips are down the Cal Club will find that they have had it in these parts.

Gus, remember that a few bucks on the above deal is about your quota and don't go for any other L.A. deals; remember what happened to Renfro Kilburn.

with best regards,
tom wilson

1959 West Coast Race Schedule

Only a partial Pacific Coast schedule for 1959 is available at this time. As the CSCC and the various regions of the SCCA announced race dates, they will be printed in MOTORACING.

Jan. 31-Feb. 1—Pomona road races, CSCC.

Mar. 7-8—Riverside road races, CSCC. Tentative.

Mar. 14-15—Pomona non-spectator races, SCCA, LA reg.

Apr. 4-5—Palm Springs road races, SCCA, LA reg.

May 2-3—Del Mar road races, SCCA, LA reg.

May 30-31—Santa Barbara road races, CSCC.

June 6-7—Laguna Seca road races, SCCA, SF Reg. Tentative.

July 11-12—Pomona non-spectator road races, SCCA, LA reg.

Sept. 5-6—Santa Barbara road races, CSCC.

Sept. 19-20—Del Mar road races, SCCA, LA reg.

Oct. 10-11—U.S. Grand Prix for sports cars, Riverside, Times-Mirror, USAC-CSCC?

Nov. 7-8—Palm Springs road races, SCCA, LA reg.

JAY GUREY SPEAKS

CONGRATULATIONS! "Happy Riverside By Stan Mott (or Togetherness Under the Sun)" one wonderful exclusive classic. I traded two magnifying glasses for one jug of bourbon. Glad one & all had a wonderful time. I was not there! It only proves that the Chinese expression: "ENJOY YOURSELF IT IS LATER THAN YOU THINK" — at long last makes sense, while the Brink truck takes another load away.

Just in case I have any friends among the readers of MOTORACING tell them that I made my 62nd birthday and if they failed to SEND MONEY on or before October 15th that it is okay by me to send MONEY for Christmas & New Year.

Jay Gurey
Los Angeles

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'... for the person who has everything'

by Marion Weber

This is the time of year when we see countless gizmos and gadgets labeled "For the Man (or Woman) Who Has Everything" . . . these items usually turn out to be fur-lined chamber pots, carved ivory toothpicks, burlap sacks (to put everything he has in) or 10,000 car stickers reading "Help Stamp Out Car Stickers." In other words, manufactured nothing. This does seem a shame because everyone you know actually does have everything and, chances are, you'd welcome an original suggestion for a different and appealing gift. Well, our research department (just to the left of the lube rack) has delved into the problem and has put forth some ideas that we think are simply grand.

For instance; how long has it been since you gave someone a taffy apple . . . a quoit set . . . a personalized billiard cue . . . free ice-skating lessons at the Polar Palace . . . a sundial . . . a pair of book ends . . . hand crocheted antimacassars . . . a lot at Malibu or tickets to the chess matches? Why, I'll bet your head is simply reeling with names to whom any of the above would come as the perfect remembrance. How about one of these: a primus stove . . . opera pumps . . . a complete set of the works of Thackeray . . . Plutarch's "Lives" . . . itching powder . . . a carburetor overhaul . . . shoe laces or a pass on the Angel's Flight Railway System?

There's no end to the practical and useful things you can dream up if you just put your mind to it. And, really, very few of those who have everything couldn't use something else

of a niche-filling character. Take one of our Ferrari drivers, for instance. We all know he had a good season in Europe, but by George, he needs gloves . . . the ones he was wearing at the last race had holes in the backs, right along the knuckles, too. Now, there's a suggestion for his friends . . . give him gloves, driving gloves! Now that wasn't too difficult was it? Certainly not . . . and I'm sure you can think of other people in the car sport who could well use things like a rally book . . . cuff links . . . a key fob . . . "An Omnibus Of Speed" (Tremendous book) . . . windwings . . . an ash tray . . . sparkplug holders . . . a shift knob . . . coveralls . . . a luggage rack . . . racing goggles or a nylon tow rope. Think how nice it would be to receive a precision tire gage . . . a fire extinguisher . . . an electronic tachometer . . . a tonneau cover . . . club decals . . . Brigitte Bardot . . . an imported cap . . . silk scarves . . . a grille guard . . . a shop manual . . . an MG Mitten . . . Healey Hugger . . . Triumph Tunic . . . Alfa Apron . . . Fiat Frock . . . Sprite Spat . . . Renault Romper . . . Volks Vest . . . Ghia Gown . . . Porsche Parka . . . Corvette Cap . . . Thunderbird Tepee . . . Jaguar Jacket or a Mercedes Muff?

If any of these strike your fancy and will sort of slip into that unfilled niche of a friend . . . drop in (quickly now) at the MG Mitten shop, 3044 N. San Gabriel Blvd. South San Gabriel (just a couple of blocks south of the San Bernardino Freeway) or call Cumberland 3-7236 and order by phone.

Rally 'Round

☆☆ With Duane and Jerrie Sparks

Ratings of the 1958 SCCSCC championship rallies by the contestants has been all but completed. Except for a few stragglers which may change the Palomar rating slightly the following results reflect the opinions of events, judging such factors as safety, route instructions, speeds, timing and general layout.

1959 DATE—May 23-24; June 13; February 22; October 3-4; April 25; March 22.

- 1 Lockheed SCC, 24 hour 89.54 May 23-24, 1959
- 2 Northrop SCC, Sierra 88.06 June 13, 1959
- 3 San Diego SCC, Don Diego 85.61 Feb. 22, 1959
- 4 Douglas SCC, Desert 82.25 October 3-4, 1959
- 5 Long Beach MG, Great Western 81.67 April 25, 1959
- 6 Pacific SCC, De Wheelie Bounce 80.02 March 22, 1959
- 7 Austin Healey, OC Sundown 74.15
- 8 Palomar SCC, Rally of the Stars 73.85
- 9 Compton FCCA, Over The Hill 71.46
- 10 San Fernando VFCCA, Big Bear 66.92
- 11 Long Beach Douglas, SCC Ken Farrar 62.77

Under SCCSCC rules those events receiving the top six rating positions earn the right to select their dates for 1959. The next four dates are open to clubs which did not put on a championship rally in 1958, and the remaining two dates are available to the lower rated clubs of the current year. The top six clubs have selected their 1959 dates which are shown above. Of the new clubs only Rallymasters has so far selected its date—January 25 for its Mark I. The rumor is out that Southwest SCC may request a championship date for its De No Snailo which has been one of the outstanding open rallies for the past couple of years. The prospect is for a full calendar in 1959.

While on the subject of championship rallies (our favorite) here is a suggestion to broaden the scope and interest in such events. How about allowing bona fide members of Northern California council clubs to run the SCCSCC rallies for points and extending the same privilege to SCCSCC members in the northern championship events. There has been some interest expressed by members of both groups—maybe we can develop a state champion or even a joint championship event toward the end of each year.

The tendency of local rallymasters during the latter part of this season to endeavor to prove they could choose speed change locations the contestants could not find has reached a high (or low, depending on your point of view) as a quick glance at the size of errors in the rally results chart will disclose. One of the latest gimmicks is to use telephone numbers for speed change locations while traveling through downtown shopping areas where the hapless rallyist may expect to find a number on the front window of every shop. We feel it probably is not necessary to resort to such methods in order to obtain a wider distribution of errors throughout the field and there is no doubt that the safety factor suffers considerably under these conditions.

Most of the sports car clubs are emphasizing the social side of their activities during December. As a result Christmas parties and a few gimmick events comprise the activity fare until after New Year's day. Long Beach MG Club will have a St. Nix Trix rally preceding its annual party. Competition FCC offers a hare and hounds and Western SCC has its Xmas Caper fun rally going, all for this Saturday evening. As of now the next navigational run will be San Gabriel FCCA's Primero del Ano IV, an open event slated for Jan. 11 as a prep for Rallymasters' Mark I, the January championship event on the 25th.

Various Rally Results

Santa Monica FCCA Tiger by the Tail—Nov. 30—Evvie Vogler Rallymaster—83 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Tom Higgins	Larry Harris	SMFCCA	Alfa	2:04
2.	Dick Butler	Lorraine Butler	SWSCC	Porsche	4:03
3.	Dick Coulter	Al Sorensen	SMFCCA	MG A	4:58
4.	Eugene Mervin	Stephen Seecomb	SMFCCA	Porsche	7:42
5.	Harold Guess	Dick Pieper	SMFCCA	MG TD	8:40
6.	Julie Dearth	Joan Doop	NRSCC	MG A	8:54
9.	Pat Barber	Betty Hill	(Best Novice)	MG A	10:11

Porsche Owners Club Yule Fun—Dec. 7—Walt Glassett Rallymaster—17 Cars

1. Bill Ribal	Dolores Ribal	Seat 'O	Porsche 3:20
1. Clifford Haley	Merilyn Haley	Navigation	Porsche 6:10

Southwest SCC Don't Give Up—Dec. 7—Dick Anderson-Hal Wood Rallymaster—32 Cars

1. Bob Nichols	Bob Nichols, Jr.	NRSCC	MG A	3:45
2. Diane McPherson	Bob McPherson	SWSCC	AC	3:54
3. Elizabeth Kacy	Jack Breskovich	Corv. P.	Corvette	7:48
4. Joe Walmsley	Margaret Walmsley	SMFCCA	MG A	9:02
5. Don Foster	Betsy Foster	SWSCC	Porsche	13:23
6. Terry McIntyre	Monroe Dennis	NRSCC	Corvette	14:44

PHOENIX ..

(Continued from Page 1)
sion with his Porsche RS Spyder. Bob Gillespie, an old timer who came back to the wars, took the Class G trophy with his Elva MK 3, with the Jim Darley Lotus in the 2nd spot.

Following McAfee in the run for the Class E loot were a pair of Maseratis piloted by Hap Sharp and Jack Hinkle, a couple of familiar names from the Midwest. Bill Beck, as usual, had "Little Digger" out in front for the Class H trophy.

Russ Cowles had things all his own way to win the Class C Prod. trophy with the GT Ferrari and the 2nd spot was won by the Dick Wells' Jag XK 120M. It was considered that the boys are missing the boat by not entering more of the XK 120s since this class is rather bare, except for the few GTs around these parts. Frank Townsend won the Class BM loot with his Townsend 6.1 Special and Jim Speckens completed the trophy list with a Class G win with his Alfa Veloce.

Old "Lone Ranger" himself, John Hart, took the Morvette Special to an overall win in the Novice race. There is a new face that will be welcome on the race scene next year. Jim Speckens beat a flock of Porsche when he herded his Alfa Veloce to a win in the small bore preliminary race. Bill Beck and "Little Digger" was out in front but blew in the final laps.

Hap Sharp, a Kansas boy who drifted West, took his Corvette out in front in the big-bore preliminary but coasted to a win after a deep-fry in the last lap. He was closely followed by the Michelmore GT Carerra, the Russell Cowles GT Ferrari, and the AC Bristols of Bill Love and Jerry Shawyer. The lone Jag entry of Dick Wells copped the prime C Prod. trophy.

Sunny Baker and Betty Shutes put on a hot race in the feminine heat, with Sunny taking the nod as the 2 Spyderys ran as a pair through the last lap.

In the All Classes Production Semi-Main event, it was again

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vette; 2) D. D. Michelmore, Porsche Carr. GT; 3) Russel Cowles, GT Ferrari; 4) Bill Love, AC Bristol; 5) Jerry Shawyer, AC Bristol. CLASS: EP) Love; DP) Michelmore; CP) Dick Wells, Jag. XK 120M; BP) Sharp.

RACE 4 & 5—CLASSES GM, FM, EM, DM, CM, BM: 10 laps, time 17:33. 1) Jack McAfee, Porsche RS Spyder; 2) Dick Carbal, Corv. Sp.; 3) Dick Morgensen, Ferrari AR; 4) Jack Hinkle, Maserati 250; 5) Stan Sugarman, Porsche RS Spyder. CLASS: BM) Jack Vocodsky, Townsend Sp.; CM) Carbal; DM) Morgensen; EM) McAfee; FM) Sugarman; GM) Todd Alkens, Lotus XI.

RACE 6—WOMEN'S, ALL CLASSES: 5 laps, time 9:55. 1) Sunny Baker, Porsche RS Spyder; 2) Betty Shutes, Porsche 550 Spyder; 3) Gail Liebaert, AC Bristol; 4) Mary McGee, Porsche RS Spyder; 5) Barbara Windhorst, Morgan TR-3. CLASS: FM) Baker; EP) Liebaert; HP) Marilyn Oneto, AH Sprite.

ANNUAL SCCA DINNER

The L.A. region's annual dinner will be at the Colonial House, Riverside Dr. & Whitsett, North Hollywood, Jan. 10. Cocktails at 7 p.m., dinner at 8 p.m., dancing to Don Ricardo's orchestra at 9 p.m. Reservations: ST. 4-3117.

CORVETTE OFFICERS

PASADENA, Calif., Dec. 9—Chad Ohanian was installed tonight as president of the Corvette Club of Pasadena for 1959.

Other officers: vice president, Bob Hoffman; secretary, Liz Kacy; treasurer, Carole Dulworth; activities, Jerry Aarons; and publicity, Geri Fleming.

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PHOENIX CHARTS

SCCA, ARIZONA REG. "FIESTA DE CARRERAS, NOV. 30, 1958.

Course 2.4 Miles.
RACE 7-15 LAPS, ALL PRODUCTION CLASSES
Total Elapsed Time 29:05.

Pos.	Driver	Car	Class
1.	Hap Sharp	Corvette	1EP
2.	Bill Love, AC Bristol	1EP	
3.	Michelmores, Por. Car	GT	2EP
4.	J. Shawyer, AC Bristol	2EP	
5.	D. Bellows, Porsche Car.	3EP	
6.	L. Spencer, Morgan	3EP	
7.	R. Cowles, GT Ferrari	2CP	
8.	L. Wells, Jaguar 120M	3FP	
9.	R. Cash, Por. Car. GT	1DP	
10.	J. Rowe, A-H MM	4EP	
11.	R. Scargant, Morgan	4EP	
12.	H. Montanen, Por. S. Spd.	5FP	
13.	T. Bird, Por. S. Spd.	1GP	
14.	J. Speckens, Alfa Veloce	7FP	
15.	J. Mikell, Por. S. Spd.	1HP	
16.	B. Rogers, Por. S. Spd.	5EP	
17.	B. Brigham, A-H Sprite	2HP	
18.	L. Hickerson, Mogan	8FP	
19.	J. Oneto, A-H Sprite		
20.	B. Groberg, MGA		
21.	C. Clark, Porsche		

RACE 8-MAIN EVENT: 30 LAPS, ALL CLASSES, TOTAL ELAPSED TIME 53:35.

POS.	DRIVER	CAR	CLASS
1.	J. McAfee, Por. Spy. RSK	1EM	
2.	Carbajal, Morgensen Chev.	1CM	
3.	D. Morgensen, Ferrari TR	1DM	
4.	J. Connor, Ferrari 3.5	2CM	
5.	H. Sharp, Maserati	2EM	
6.	J. Hinkle, Maserati	3EM	
7.	Sugarmann, Porsche Spy RS	1EM	
8.	R. Cowles, GT Ferrari	1CP	
9.	B. Gillespie, Elyia MK III	1GM	
10.	J. Darley, Lotus MK XI	2GM	
11.	D. Wells, Jaguar XK120M	2CP	
12.	B. Beck, Little Digger	1HM	
13.	Townsend, Townsend Spec.	1BM	
14.	J. Speckens, Alfa Veloce	1GP	

Nassau Summary

Oakes Course—4.5 miles, Thursday, Dec. 4, 1958. Berkeley class, 3 laps, 13.5 mi.—

1. David Alsbury, 16:34.072, avg. speed 48.857 mph; 2. Ronnie Carroll; 3. Gladys Cam; 4. Oscar Lowe; 5. George Long.

Gran turismo under 2000cc, 5 laps, 22.5 mi.—1. Duncan Forlong, AC Bristol, 19:14, 70.190 mph; 2. James Hunt, Jr., AC Bristol; 3. Louis Comito, Alfa Romeo. Class winners: E. Hunt; F. Comito; G. Richard Toland, Deutsch-Bonnet.

Gran turismo over 2000cc, 5 laps, 22.5 mi.—1. Jim Jeffords, Corvette, 18:53.71, 71.487 mph; 2. Doug Stearly, Mercedes-Benz 300SL; 3. Peter Bethell, Austin-Healey. B. Jeffords; D. Stearly.

Nassau Tourist Trophy Race, all gran turismo classes, 25 laps, 112.5 mi.—1. Jim Jeffords, Corvette, 1:27:57.46, 76.741 mph; 2. George Constantine, Aston Martin; 3. Duncan Forlong, AC Bristol; B. Jeffords; D. Constantine; E. Forlong; G. Howard Hunt, Deutsch-Bonnet.

Friday, Dec. 5, 1958. Modifieds under 2000cc, 5 laps, 22.5 mi.—1. Richardo Rodriguez, Porsche RS, 16:19.22, 82.718 mph; 2. Ulf Norinder 1.9 Maserati; 3. Floyd Askov, Lotus. E. Norinder; F. R. Rodriguez; G. Askov; H. George Waltman, Testa Doro.

Modifieds over 2000cc, 5 laps, 22.5 mi.—1. George Constantine, Aston Martin DBR2, 15:25.49, 87.521 mph; 2. Pedro Rodriguez, 3.0 Ferrari Testa Rosa; 3. E. D. Martin, 3.0 Ferrari. C. Constantine; D. P. Rodriguez.

Governor's Trophy Race, all classes, 25 laps, 112.5 mi.—1. Lance Reventlow, Chevy-Scarab, 1:16:08.2, 88.642 mph; 2. George Constantine, Aston Martin DBR2; 3. Ed Crawford, 4.5 Maserati; 4. Pedro Rodriguez, 3.0 Ferrari Testa Rosa; 5. Ricardo Rodriguez, Porsche RS 1500. B. Reventlow; C. Constantine; D. P. Rodriguez; E. Don Sessler 1600 Porsche RS; F. R. Rodriguez; G. Floyd Askov, Lotus; H. John Mull, OSCA.

Saturday, Dec. 6, 1958. Porsche Classic Race, 5 laps, 22.5 mi.—1. Richardo Rodriguez, RS, 16:40.85, 80.931 mph; 2. Joseph Sheppard, RS;

NASSAU, BAHAMAS. Oakes Course—4.5 miles. Sponsored by Bahamas Automobile Club under FIA. Sunday, Dec. 7, 1958. Nassau Trophy Race (BCDEFG), 56 laps, 252 mi. (Unofficial results, pending 2 protests).

Pos.	Driver	Car	Class	Fin.
1.	Reventlow-Daigh, Chevy-Scarab	1B		
2.	P. Rodriguez, 3.0 Fer.	1D		
3.	Martin, 3.0 Ferrari	2D		
4.	Crawford, 4.5 Maserati	1C		
5.	Sessler, 1600 Porsche RS	1E		
6.	Shepard, Porsche RS	1F		
7.	Schechter, Porsche RS	2F		
8.	Geitner, 2.0 Ferrari	2E		
9.	Carveth, 2.9 Aston Martin	3D		
10.	M. Lowe-McCluggage, Lotus	1G		
11.	Reed, 5.0 Ferrari	2B		
12.	Luce, AC Bristol	3E		
13.	Dorr, Alfa Romeo	3F		
14.	Kramarsky, Alfa Romeo	4F		
15.	McClellan, Alfa Romeo	5F		
16.	Stearly, Merc-Benz	4D		
17.	J. Lowe-Decker, Lotus	2G		
18.	Weiss, T-Bird	3E		
19.	Moore, Flat Abarth	1H		
20.	Packo, Lotus	3G		

Reventlow and Daigh each drove 28 laps. Time: 2:52:42.18. Avg: 87.549 mph. Won by 1m50s. Protests by Schechter and Fleming-Decker, OSCA.

DNF—Daigh, Chevy-Scarab, broken half-shaft; 3. Rathmann, 5.7 Maserati-Pontiac, head gasket; Schmidt, Mitchell, Spl., ruptured gas tank; Izquierda, AC Bristol, overheating; Constantine, 3.9 Aston Martin, De Dion tube out; Kessler, 4.9 Ferrari, gear box and transmission; Perez Mesa, 2.0 Ferrari, transmission; Shelby, 5.7 Maserati, threw tread and starter fail; R. Rodriguez, Porsche RS, ring and pinion; Askov, Lotus, backstretch mishap; J. Mull, OSCA, valve trouble; Norinder, 2.0 Maserati; Connell, 2.5 Maserati; Gonzales, 2.0 Ferrari; Hepenstall, Deutsch-Bonnet; Fleming-Decker, OSCA.

Frank Campbell, 1600. Women's Race, 5 laps, 22.5 mi.—1st heat—1. Marion Lowe, Lotus, 18:07.14, 74.507 mph; 2. Evelyn Mull, DB Panhard; 3. Marianne Windridge, Alfa Romeo. 2nd heat—1. Denise McCluggage, Lotus, 17:17.84, 78.046 mph; 2. Evelyn Mull, DB Panhard; 3. Marion Lowe, Lotus.

Comb. heats (final)—1. Marion Lowe; 2. Evelyn Mull; 3. Fifi Fleming, Lotus.

Austin-Healey Island Race, 5 laps, 22.5 mi.—1st heat—1. G. A. Bethell, 18:47.18, 71.733 mph; 2. Tony Adams; 3. Mario Parotti. 2nd heat—1. Tony Adams, 18:29.31, 73.013 mph; 2. G. A. Bethell; 3. Mario Parotti.

Island Race, 5 laps, 22.5 mi.—1st heat—1. G. A. Bethell, Austin-Healey, 17:09.94, 71.685 mph; 2. Mario Parotti, Austin-Healey; 3. Gale Kelley, Austin-Healey. 2nd heat—1. G. A. Bethell, Austin-Healey, 18:40.18, 72.309 mph; 2. Tony Adams, Austin-Healey; 3. John Moore, Mercedes-Benz. Comb. final results—1. Bethell; 2. Parotti; 3. Moore.

Ferrari Classic Race, 5 laps, 22.5 mi.—1. Bruce Kessler, 4.9 16:19.37, 82.706 mph; 2. Pedro Rodriguez, 3.0; 3. Santiao Gonzales, 2.0.

Sunday, Dec. 7, 1958. Bahamas Cup Race (all classes, residents only), 10 laps, 45 mi.—1. G. A. Bethell, Austin-Healey, 37:28; 2. Mario Parotti, Austin-Healey; 3. John Moore, Mercedes-Benz.

Nassau Memorial Trophy Race (BCDEFG), 12 laps, 54 mi.—1. E. D. Martin, 3.0 Ferrari, 36:39.41, 86.631 mph; 2. Ed Crawford 4.5 Maserati; 3. Jim Jeffords, Corvette. Class winners: B. Jeffords; C. Crawford; D. Martin; E. Ulf Norinder, 2.0 Maserati; F. Roy Schechter, Porsche RS; G. Ray Heppenstall, Deutsch-Bonnet; H. John Mull, OSCA.

Reventlow Wins...

(Continued from Page 1)

1st going like John the Grizzly and then actually stroking it. But on the 16th lap he threw a tread, and once Joe Landaker & crew had remedied that, the car could not be restarted.

That momentarily put Pedro in the lead, but he soon relinquished it to Reventlow, who did a magnificent job of driving, coming up from 10th place to take the lead and never yield it thereafter, even when he pitted for Daigh to take over and for rubber.

Lance was 7th the 1st time around, but his hood came loose and he roared in, banging impatiently on the hood and scorching his pit crew for the mishap. He lost 3 positions, but gradually worked his way up from behind Shelby, Pedro, George Constantine, 3.9 Aston Martin; Bruce Kessler, 4.9 Ferrari, and Martin's Ferrari.

Bruce was a gearbox casualty, and Constantine broke an axle.

Young Richardo was leading class F and was an incredible 6th overall behind Shelby, Pedro, Martin, Crawford and Constantine—when his luck ran out.

Pedro was away 1st from his 13th position in the Le Mans start. He was on top up Sassoon straight for the 1st time. Shelby overtook him, however, and led the 1st time around. Daigh was in 3rd. hole.

Daigh, who also broke a U-joint in Friday's 25-lap Governor's Trophy Race (which Lance won), gained for Lance and himself the title "California Comets." Both did a superb job.

By the 46th lap, 10 before the finish, Chuck had lapped everyone except young Pedro through

a fire-eating course of 18 bends and turns.

Extremely noteworthy was the list in class G and 10th overall taken by a little Lotus, piloted by Marion Lowe and Miss McCluggage, the NY Herald-Tribune sports writer.

1st U.S. Victory

This was the 1st victory for an American car in the big race at Nassau. Previous winners were Masten Gregory, Phil Hill and Stirling Moss twice in European machinery. It was the 2nd international win for the Scarabs, the other having come at Riverside.

Actually, however, a lot of luster was lacking at this year's show. Moss was on hand after his Australian GP victory last week at Melbourne. But he didn't race, which was a crime because there had been so much drum-beating over his entry. Capt. Sherman (Red) Crise, chairman of the race committee, said Moss was seeking \$2000 starting money. He said they never pay starting scratch at Nassau. Furthermore, there wasn't a car here for Moss. Joakim Bonnier, the Swedish champ, also was on hand, but he didn't race. He told me he's a professional race driver & he is accustomed to getting some of that legal endive. Hill wasn't here. Gregory, who also was boomed, wasn't here either. They said his injuries after the Silverstone crackup kept him out. But he had raced at Riverside—and that was after the mishap.

Jim Rathmann, the Indy name driver, was on hand, but the huge 5.7 Maserati-Pontiac, was out shortly after the start with a bad head gasket.

There is going to have to be money here next year, else this observer feels there will be no races. The glitter and enthusiasm were completely missing. The

race week was delayed by torrential rains and did not start until last Thursday. The other big race—the Governor's Trophy—was taken by Lance as related at an average speed of 83.642mph.

Easily just as much a hit as the Scarabs were the two Rodriguez brothers, who were just as sensational as they were last year; only last year the emphasis was on Ricardo. Pedro had bad luck with a 2-liter Ferrari Testa Rossa.

But this year it was Pedro's turn. They gave him a wild ovation, and Ricardo graciously withdrew into the background.

Pedro was flown to New York City immediately after the race to appear on the important CBS Dave Garroway show.

(Race Summary—Col. 1-2)

In the News

(Continued from Page 1)

BOOK's Award for the best driver in a home-built went to Red LeGrand, who also won the Jr. Driver's trophy. Car reliability trophies went to Jack Brink and Rolf Roth for factory cars and to George Boskoff and Cliff Heston for home built. A trophy for Tireless Effort was awarded to Pat Dane, and the Design and Construction trophy went to Dave Thormin. Les Gaylord received the Leadfoot award for going on his head at the June Laguna Seca races. Driver's points trophies went to Roth and Brink.

FIRST 1959 RACES

The Cal Club plans a race weekend Jan. 31-Feb. 1 at Pomona. This will be the 1st race of the 1959 West Coast season. Info: NO. 1-3312.

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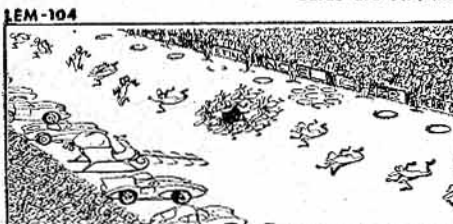
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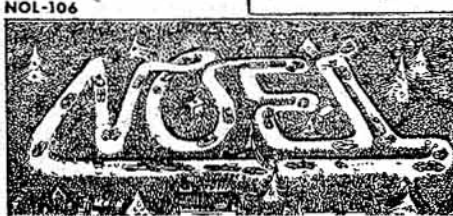
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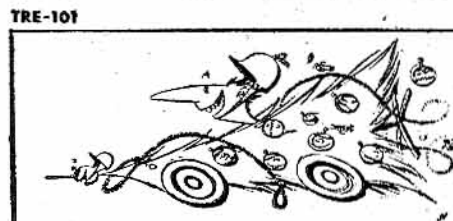
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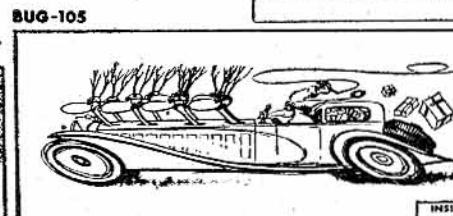
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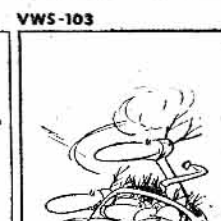
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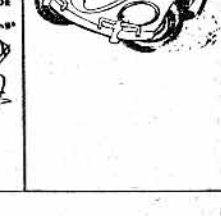
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LETTERS

(Continued from Page 2)

examined this belt and it appeared that either the belt had not been in place around the driver or that it had not been properly fastened.

7. There should be some explanation of the term "novice" as used by the California Sports Car Club. "Novice" refers to any driver who has competed in less than three meets, not a driver which is driving in competition for the first time.

Second, concerning the "abominable treatment of the press," I think the press should accept the plain fact that race officials don't like accidents. Nor do they see any reason why pictures of accidents should be exploited for whatever "news value" they have. And whether in the name of "news" or morbid curiosity, the behavior of the press at these incidents is something less than pleasant to observe. The spectators on the fence at turn two, shouting, "Get those photographers out of there," was the voice of the public. I remember a really tragic race weekend at Paramount, Gus. The Motoracing representative there behaved with

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Lindley Bothwell, regional executive of LA SCCA announces that SCCA contributed \$2500 to the LA chapter of the Florence Crittenton Home. The money was raised at the club's Huntington Sheraton Hotel concours d'elegance Sept. 29. Gross proceeds totaled \$3608.20, expenses 34 percent, 16 percent less than the expense limit set by Social Service Dept.

great dignity, honestly a credit to his profession and to the sport. Motoracing got the story, but it didn't rub its figurative hands together, chortling with glee over the fact that the Cal Club had sponsored the meet. If sports car racing in Northern California has been set back two years then the hysteria of the northern press has been responsible, not the Cal Club.

Finally, Gus, all the hue-and-cry is probably logical and perhaps inevitable. If Northern SCCA came to southern California and put on a race then I'm certain that there would be very few kind words said about the way they presented their races. Further, it appears obvious from the race results at Laguna Seca that southern California drivers race much harder than their northern counterpart. And last of all, let's all be thankful that everyone who was injured there is going to be all right.

James T. Crow
Hollywood, Calif.

1959 Intl. Racing Calendar

MILAN, Italy—The FIA, world wide governing body of motor sports, has announced the competition calendar for 1959 Grands Prix (F1 for drivers' championship) and sports car races (for manufacturers' points). They are as follows:

March 21—12 Hours Endurance, Sebring, Fla., Sports cars.
March 22—U.S. Grand Prix, Sebring, Fla.
May 10—Grand Prix of Monaco, Monte Carlo.

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May 24—Targa Florio, Palermo Sicily, sports cars.
May 30—Indianapolis 500-miler.
May 31—Grand Prix of Holland, Zandvoort.
June 7—1000 Kilometers of Nurburgring, Adenau, sports cars.
June 14—Grand Prix of Belgium, Spa.
June 20-21-24 Hours Le Mans, sports cars.
July 5—Grand Prix of France, Reims.
July 18—Grand Prix of Great Britain, Aintree.
Aug. 2—Grand Prix of Germany, Nurburgring.

Aug. 24—Grand Prix of Portugal, Oporto.
Sept. 5—Great Britain Tourist Trophy, sports cars.
Sept. 13—Grand Prix of Italy, Monza.
Oct. 11—Grand Prix of Morocco, Casablanca.
Nov. ?—Venezuela, Caracas, sports cars.

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POMONA, CCCC	Ginther (Ferrari TR 2.0)	Oker (Ast-Martin 3.0)	Von Neumann (Ferrari TR 2.5)
PHOENIX, SCCA (6)	Ginther (Ferrari TR 2.0)	R. Jones (Ferrari TR 3.0)	McAfee (Porsche RS 1.5)
STOCKTON, SCCA	Beagle (Porsche RS 1.5)	Armanino (A-H Chev.)	Lehr (Porsche RS 1.5)
PALM SPRINGS, SCCA	Gurney (Ferrari 4.9)	Shelby (Ferrari 4.9)	Oker (Ast-Martin 3.0)
TRACY, SCCA	McAfee (Porsche RS 1.5)	Weiss (Ferrari TR 2.0)	Howard (Maserati 2.0)
HAWAII, SCCA	Von Neumann (Ferrari TR 2.5)	Pflueger (Fury Spec.)	Ginther (Ferrari 2.0)
STA. BARBARA, CSCC	Reventlow (Scarab)	Balchowsky (Buick Spec.)	Ginther (Ferrari TR 3.0)
LAGUNA SECA, SCCA	Ginther (Ferrari TR 3.0)	McAfee (Pooper 1.6)	Reventlow (Maserati 2.0)
RIVERSIDE, CSCC	Oker (Ast-Martin 3.7)	Ginther (Ferrari 3.5)	Von Neumann (Ferrari TR 3.0)
VACA PALLEY, SCCA	Von Neumann (Ferrari TR 3.0)	McAfee (Porsche RS 1.5)	Weiss (Ferrari TR 2.0)
POMONA, SCCA (4)			
MINDEN, SCCA	Reventlow (Scarab)	Von Neumann (Ferrari 4.1)	Ginther (Ferrari TR 3.0)
SEAFAIR, SCCA	Carstens (Lister-Corv.)	Becker (Ferrari TR 2.0)	Ormsbee (HWM-Corv.)
STA. BARBARA, CSCC (2)	Balchowsky (Buick Sp. 5.2)	Ginther (Ferrari TR 3.0)	Von Neumann (Ferrari TR 2.5)
DEL MAR, SCCA (6)	Morgensen (Ferrari TR 3.0)	McLoughlin (Ferrari TR 3.0)	Maslin (Lotus Mk 11 1.1)
HOOR GLASS, SCCA (7)	Morgensen (Ferrari TR 3.0)	Playan (Porsche RS 1.5)	McLoughlin (Ferrari TR 3.0)
VACA VALLEY, SCCA (3)	Von Neumann (Ferrari 4.1)	McAfee (Porsche RS 1.6)	Howard (Pooper 1.6)
RIVERSIDE, USAC (6)	Daigh (Scarab)	Gurney (Ferrari 4.9)	Krause (D-Jaguar 3.8)
MINDEN, CSCC	Balchowsky (Buick Sp. 5.2)	Graham (Ast-Martin 3.0)	Howard (Maserati 2.0)
PALM SPRINGS, SCCA (6)	McAfee (Porsche RS 1.5)	Morgensen (Ferrari TR 3.0)	Connors (Ferrari TR 3.5)
LAGUNA SECA (2)	Reventlow (Scarab)	Daigh (Scarab)	Ginther (Ferrari TR 3.0)
POMONA, CCCC (5)	Miles (Porsche RS 1.6)	Ginther (Ferrari TR 2.0)	Graham (Ast-Martin 3.0)
PHOENIX, SCCA (6)	McAfee (Porsche RS 1.6)	Carbajal (Chev. Sp.)	Morgensen (Ferrari TR 3.0)

UNDER 1500cc MODIFIED

1st 2nd 3rd

McAfee (Porsche RS 1.5)	Miles (Porsche RS 1.5)	Oker (Maserati 1.5)
Gurney (Ferrari GT 3.0)	Burns (Porsche RS 1.5)	Hinkle (Maserati 2.0)
Beagle (Porsche RS 1.5)	Lehr (Porsche RS 1.5)	Lewis (MG Sp. 1.5)
McAfee (Porsche RS 1.5)	Reventlow (Cooper-CL 1.5)	Playan (Porsche RS 1.5)
McAfee (Porsche RS 1.5)	Beagle (Porsche RS 1.5)	West (Porsche RS 1.5)
Oker (Willment 1.5)	'Ellico (Cooper F II 1.5)	Ginther (Cooper-CL 1.1)
McAfee (Porsche RS 1.5)	Miles (Porsche RS 1.5)	Playan (Porsche RS 1.5)
McAfee (Porsche RS 1.5)	Stevenson (Porsche 550 1.5)	West (Porsche 550 1.5)
McAfee (Porsche RS 1.5)	Miles (Porsche RS 1.5)	Schroeder (Lotus XI 1.1)
McAfee (Porsche RS 1.5)	Beagle (Porsche RS 1.5)	West (Porsche RS 1.5)
Biehl (Cooper 1.1)	McAfee (Porsche RS 1.5)	H. Jones (Crosley Sp. 0.75)
Beagle (Porsche RS 1.5)	Lehr (Porsche RS 1.5)	West (Porsche RS 1.5)
Pigott (Lotus XI 1.1)	Meehan (Pooper 1.5)	West (Porsche RS 1.5)
Miles (Porsche RS 1.6)	McAfee (Porsche RS 1.6)	Howard (Cooper 1.6)
J. Nethercutt (Ferrari TR 2.0)	Edmiston (Allard J2X)	Challman (Lotus MG 1.5)
McAfee (Porsche RS 1.5)	Playan (Porsche RS 1.5)	Davis (Porsche RS 1.5)
Weiss (Ferrari TR 2.0)	McLoughlin (Ferrari TR 3.0)	Seher (D-Jaguar 3.8)
Behra (Porsche RSK 1.5)	Ginther (Ferrari TR 3.0)	Salvadori (Ast-Martin 3.0)
Lehr (Porsche RS 1.5)	'Ellico (Cooper F II 1.5)	Banta (Cooper 1.5)
Playan (Porsche RS 1.5)	Schroeder (Lotus XI 1.1)	Hough (Chev. Sp.)
McAfee (Porsche RS 1.6)	Miles (Porsche RS 1.6)	Howard (Cooper 1.6)
Hanford (Lotus-Offie 1.5)	Davis (Porsche RS 1.5)	Monise (Lotus XI 1.1)
Connor (Ferrari 3.5)	Sharp (Maserati 2.0)	Hinkle (Maserati 2.0)

(1) Over & Under 1600cc. (2) Over & Under 2000cc. (3) Over 1100cc only. First 6 places given. (4) Non-spectator. No over 1500cc race. (5) Under 2000cc & Over 1500cc races. (6) All classes in 1-race. First 6 places given. (7) Under 1500cc & all classes races.

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